WELL AS CHICAGO LINES.

East-Bound Grain Rates Sadly Demoralized at the Windy City-Waite's Annual Report.

In local freight circles, yesterday, there was considerable excitement over reports from Chicago of the great demoralization in east-bound rates, and inquiry was made as to the situation at Peoria and St. Louis, but telegrams from those points indicated that rates had not broken, as yet, to the extent reported at Chicago, but should the reports prove correct, unquestionably at Peoria, St. Louis and Indianapolls rates will be reduced to meet the cuts at Chicago. Thus far the Grand Trunk and the Michigan Central are the lines which have secured large contracts at the cut. A general freight agent of one of the Chicago roads is quoted as saying that "the Central Traffic Association and the east-bound freight pool are fallures, as far as maintaining rates is concerned. In fact, the pool stself is mainly responsible for the collapse. For instance, my road has been behind in its allotment of tonnage, and I have secured permission from Commissioner Blanchard to quote a rate of 20 per cent. below tariff in order to even up. This permission is immediately made known to the other nine lines in the pool, and the Michigan Central always, and the other lines generally, quote the same rate secretly. No matter what reduction we make under the agreement, the Michigan Central will cut below us. The demonstration is complete that all Eastern lines have been cutting provision rates. Here again I want to emphasize the failure of the association or pool to maintain rates. Every time we have cut a rate we were behind our share of tonnage, and made the cut to even up. In face of this fact, that we were allowed under the pool agreement to make the cut, lines which were ahead of their percentage immediately met our cut and went us 5 to 10 per cent. better. The whole thing is a farce and diould be abolished." The Michigan Central people have adopted the policy of meeting a cut rate wherever found, as is evidenced in the fact that on Thursday last the Grand Trunk secured 350,000 bushels of oats at a 12-cent rate. On Friday, the Michigan Central dropped to a 10-cent rate and secured 250,000 bushels. When this became known the Erie, the Wabash, in fact, all other competing lines were alarmed at the turn matters had taken.

A dispatch from Chicago last night says: All grain rates from Chicago to the Atlantic seaboard were figured yesterday on the basis of 12 cents. The Grand Trunk, which made that rate first of all, was reported during the day as having given notice of an advance within ten days. The next thing was the announcement that the Michigan Central would make a 12-cent rate. This was not confirmed at the Michigan Central office, but it sufficed to do the business for the proposed advance by the Grand Trunk. That line declared that it had no intention of advancing rates and would say nothing as to whether it had intended to do so or not. The general opinion is that rates will go still lower when navigation opens, but these roads cannot make train expenses if the tariff is put much under the present figures. Non below tariff in order to even up. This permission is immediately made known to

rate, but all are using it and there is no question but that the Michigan Central will

East-bound shipments from Chicago last week amounted to 60,553 tons, against 57,125 for the preceding week, and 95,188 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 8,862; Wabash, 8,877; Lake Shore, 5,387; Fort Wayne, 5,604; Panhandle, 3,872; Haltimore & Ohlo, 2,093; Grand Trunk, 5,912; Nickel-plate, 7,226; Erie, 11 139; Big Four, 1,521. The tonnage was made up of the following articles: Flour, 4,409; grain, 100; millstuffs; 39,567; provisions, lard, etc., 9,811; dressed beef, 7,500; butter, 1,268; hides, 1,107; lumber, 5,446; miscellaneous, 1,536.

Annual Report of the C., H. V. & T. C. C. Waite, president of the Columbus Hocking Valley & Toledo, yesterday sent out his fourteenth annual report for the company's last fiscal year. The report shows that the gross earnings were \$581,-662.31 less than those of the preceding year, and the expenses were \$365,961.19 less. resulting in a decrease of \$215,701.12 in net earnings. While earnings declined 17.78 per cent., operating expenses were reduced 20.23 per cent., and the ratio of operating expenses to earning was lowered from 55.37 per cent. in 1893 to 53.66 per cent. in 1894. Freight earnings declined \$453,336.80, or 17.40 per cent., and passenger revenue suffered a loss of \$109,182.87, or 20.45 per cent., while the mileage balance, earnings of cars with foreign roads, decreased \$18,641.41, or 35.74 per cent. The reduction in tons of freight moved was more than compensated for by the reduction in train mileage, while the reduced average rate was less than the reduction in average haul, resulting in an increase of earnings per ton per mile, and of earnings and profit per train mile. The reduction in tonnage and of freight earnings was almost wholly accounted for in the decrease of coal, cement, brick and lumber moved, which is partially compensated for in the increased tonnage of upper class freights, oils, live stock, coke and ore. The decrease in the number of passengers carried, and consequently in revenue, was due to the continued general depression of business throughout the country, and the fact that the comparisons of this year were with the world's fair traffic of 1893. The failure to maintain the established price of mining by the operators in competing fields, restricted the market for our coal, causing a loss of business and traffic in the early spring. This disturbed condition was followed by the general strike of all miners in the bituminous fields, except West Virginia, resulting in a total cessation of mining from April 21 to June 18. Succeeding this was the American Railway Union strike of employes upon nearly all of the Western roads, reducing traffic and producing a partial suspension of business on your lines from June 28 to July 18, anecting earnings and expenses to an unusual extent. To this was added the continued industrial deper cent., and passenger revenue suffered and expenses to an unusual extent. To this was added the continued industrial depression throughout the country for the entire year, and consequent shrinkage of business and revenues of all railroads, rendering it the most disastrous period in their history since the year 1873. It is a matter of congratulation that, under these condition of your propmatter of congratulation that, under these circumstances, the condition of your property has been fully maintained, and during this period earned its operating expenses, all fixed charges and rentals, and, after paying 5 per cent. dividend on the preferred stock, has a surplus remaining, leaving encouragement for future improvements under the bettering conditions anticipated.

Traffic Manager Leeds Resigns. T. S. Leeds, traffic manager of the Traffic ssociation of California, has tendered his signation and at a special meeting of the oard of directors in San Francisco, yesterday, the resignation was accepted. In a long letter to the association, Mr. Leeds states that he believed the shipping interests of California no longer have any need of his services, inasmuch as the Transcontinental Association has been broken up by the Pacific Mail monopoly and competition in freights to and from interior State points assured through the building of the San Joaquin Valley road. Mr. Leeds has returned to his home near Cincinnati. Before he went to California, three years ago, Mr. Leeds was identified with Eastern transportation interests, notably the Santa Fe and the Gould system of roads. He had also filled the position of chairman of the Transcontinental Association. ng letter to the association, Mr. Leeds continental Association.

C. & A. Annual Rating. Stockholders of the Chicago & Alton Railroad Company held their annual meeting in Chicago yesterday, and elected the following directors to serve three years: T. D. Blackstone, John B. Drake, Morris K. Jessup. Meetings of auxiliary lines were held sup. Meetings of auxiliary lines were held and directors elected as follows: Joliet & Chicago—T. B. Blackstone, J. B. Drake, C. H. Foster, J. C. McMullin, Norman Williams, Mississippi River Bridge Company—J. J. Mitchell, T. B. Blackstone, J. B. Drake, A. A. Spragne, C. H. Chappell, St. Louis, Jacksonville & Chicago railroad—T. B. Blackstone, J. J. Mitchell, C. H. Chappell, J. C. McMullin, A. C. Bartlett, Alton & St. Louis—T. B. Blackstone, John J. Mitchell, E. N. Gibbs. No quorum of the board of directors of the Chicago & Alton was present, so the officers for the ensuing year were not elected. It is not expected, however, that there will be any changes.

Planning to Reorganize. W. L. Bull, a member of the reorganization committee of the Louisville, Evansville & St. Louis, says that at the meeting of the consolidated bondholders, held last

week, there was appointed a committee to

repare a plan of reorganization. The committee consists of himself. James Stillman

MAY MEET THE CUTS

W. H. Tilford and C. S. Fairchild. Holders of about \$1,000,000 of the consolidated bonds were present at the meeting. Pursuant to the order of the court, interest due April 1 will be paid, a deposit of securitles will soon be asked for and the property taken out of the hands of the receivers as soon as possible.

Superintendent Raff Takes Charge. Ferdinand C. Raff, of South Bend, who was made superintendent of the Indiana. Illinois & Iowa railroad last week, assumed his duties yesterday, with headquarters in South Bend. Mr. Raff was first a telegraph operator and then train dispatcher for the Lake Shore & Michigan Southern, with headquarters at LaPorte, Ind. Later he went to South Bend as agent for the same road, retiring several years ago. Mr. Raff has a charming wife and daughter and occupies a very pleasant home ago. Mr. Raff has a charming wife and daughter and occupies a very pleasant home in South Bend.

Personal, Local and General Notes. The Indiana Car and Foundry Company, of this city, has secured the contract to build 200 cars for the Big Four. In March 63,442 cars were transferred over the Belt road, and Belt road engines handled 3,367 carloads of live stock. Freight traffic is so heavy with the Lake Erie & Western that every locomotive the company owns fit for service is in use. The Panhandle and the Peorla & Eastern will put in an interlocking plant at the crossings of the two roads at New Madi-

There were handled on switches located on the Belt road in March 2,522 loaded cars, against 1,834 in March, 1894, an increase this year of over 25 per cent. A. E. Stacy, State secretary of the Y. M. C. A., spent Sunday in Fort Wayne, and made a pleasing talk to the railroad branch of this organization in that city.

W. F. Bruner, assistant general passenger agent of the Pennsylvania and Vandalia lines, is in the city. He expects soon to remove his family to St. Louis. Asa D. McIntyre, who was brakeman on one of the first passenger trains of the Lake Shore run west of Toledo, died Sun-day in Toledo suddenly of heart disease. B. F. Mesker, joint ticket agent at the Massachusetts avenue station, returned yesterday from the South, where he went with an invalid daughter, who remains in that

E. A. Ford, general passenger agent of the Pennsylvania lines West, who has been in California for three months with an in-valid wife, is expected home the latter part of this month.

Fred Ellison yesterday retired from the service of the Vardalia, and D. P. Downs assumed the duties of claim agent in addion to his duties as live stock agent of the

In March there were handled at the city freight depots of the Pennsylvania lines 49,944,996 pounds of freight, representing 4,443 cars, against 42,008,536 pounds, representing 4,139 cars, in March, 1894.

E. L. Wirchell, late assistant general passenger agent of the K. C., F. S. & M., yesterday assumed the duties of general passenger agent of the Union Pacific, Denver & Gulf, vice F. B. Semple, resigned. The Chicago and Rock Island is arranging to put on a new passenger train be-tween Chicago and Omaha, to leave Chi-cago at 6 p. m., on arrival of the trains of the Indianapolis lines, and arriving in Omaha at 9:30 the following morning. D. C. Frederic, superintendent of car service of the St. Louis, Chicago & St. Paul, is in the city. He states that of late there has been a decided improvement in freight traffic with lines in the territory covered by the St. Louis and St. Paul

The Hudson River Navigation Company, which is backed by the New York Central, proposes to contro! the passenger business on the river, and is building two new passenger steamers, which will cost \$1,500,000, and be the largest and formula the largest and the largest and the largest and largest d be the largest and lastest boats in existence.

The Toledo & Ohio Central made a new departure yesterday. Hereafter all engineers and firemen will be employed, assigned and disciplined by the superintendent instead of the master mechanic. In the East this method has been tried with very satisfactory results. satisfactory results.

General Manager Barnard, of the Peoria & Eastern, yesterday issued orders to have the gravel pits at Mound City, Ind., and at Mackinac, Ill., opened and construction trains put on to commence the distribution of ballast, proposing to do a good deal in that direction this year.

The Wabash company has commenced the improvement of its buffet cars by equipping them more elaborately for cooking, so that a passenger who desires a first-class meal can be supplied. The ordinary buffet kitchen admits of cooking little more than eggs and oysters, tea and coffee.

and oysters, ica and conee.

R. B. Jones, general traveling freight agent of the Chicago & Rock Island, and W. I. Laird, holding the same position with the Chicago Great Western, are in the city on official business. Mr. Laird states that last week business had so improved that six additional freight trains were put on. chairman Caldwell, of the unformed West-ern passenger association, is getting uneasy about his salary, and has written the gen-eral passenger agents of the roads in the old organization, and who favor reorganiz-ing it, asking how the expenses of the as-sociation under present conditions are to

be defrayed. Superintendent Ralph Peters, of the Cincinnati division, is the geologist of the Pennsylvania lines. Considerable of his spare time has been used in hunting specimens among the fossiliferous limestones, and he now has some rare specimens. He has several times been called on to give

For the month of February the net earnings of the Atchison—all lines—were \$595,271, an increase of \$88,719 over the same month of last year. For the eight months of the fiscal year, from July 1, 1894, to Feb. 28, 1895, the net earnings were \$7,262,619, a decrease of \$1,965,923 from the corresponding period of the previous fiscal year.

The Monon is finding it difficult to furnish the stone cars needed to fill the orders of the Bedford quarries. Never before has a -pring opened with so favorable prospects for these Indiana quarries. Without question 25,000 carloads will be shipped from the quarries on the Monon this searon. Last year 17,000 carloads were shipped son. Last year 17,000 carloads were shippe The business of the new limited No. 2 lines is reaching such proportions that the Pennsylvania Company will, with the taking effect of the summer time table, take the local sleeping car now hauled between Indianapolis and Pittsburg and haul it between Indianapolis and New York on the fast limital

Dr. Webb, president of the Wagner Car Company, is vice president of the Findlay. Fort Wayne & Western, and in company with a party of friends on Saturday last inspected the road. This gives color to the report that the Vanderbilts are behind this enterprise, and that the road will eventually be operated in the interest of the Big Four.

& Eastern put on its fast train to connect with the Knickerbocker fast express of the Big Four, and not once has it failed to Big Four, and not once has it failed to make this connection, and but three times has the train reached Indianapolis late, and then only a few minutes behind time. The actual running time of this train, stops deducted, is five hours; distance, 212 miles

The wisdom of consolidating the outside ticket offices of the Cincinnati, Hamilton & Dayton and the Monon and moving to one of the most prominent business corners has been fully demonstrated by the increase in business of both lines. The receipts from the sales of tickets of the C., H. & D. have increased fully 20 per cent. and those of the Monon are equally gratifying.

The Southern Railway Company, which has been observing the long and short-haul of the interstate commerce law, has applied to the Interstate Commission for relief under that clause, so that it may be able to meet the low passenger rates of the Seaboard Air-line to Atlanta and other places without making corresponding rate reductions to intermediate stations. The commission will hear all parties interested and mission will hear all parties interested and investigate the matter at its office, in Washington, D. C., on Saturday, April 6, 1895. In March there were handled on the Big Four system 143,415 loaded cars, against 129,209 in March, 1894. In the first quarter of the year there were handled on the system 384,446 loaded cars, against 344,828 in the corresponding three months of 1894; increase this year, 39,618 loaded cars. The Chicago division showed the largest gains this year, showing an increase in March of 4,304 loaded cars. In the first three months of the year an increase of 19,122 loaded cars is shown.

C. D. Law, superintendent of the Pitts-burg, Fort Wayne & Chicago, emphatically denies that the Pennsylvania Company is blacklisting the men who were connected with the strike last summer and who severed their connection with the road either voluntarily or were discharged. Mr. Law states that he has cheerfully recommended men who lost their positions during the Debs strike, and some of them are now working on other roads. He adds that so far as he knows no railroad company in working on other roads. He adds that so far as he knows no railroad company in this part of the country is blacklisting the men who were in that strike. Mr. Law further said that he would galdly give all worthy men employment if it was in his power to do so, but the company now has all the men it can use, and if others were hired the loyal men would have to be dismissed.

To-day. Extra copy sheet music with each purchase of special 10-cent publications.

Dr. Price's Cream Baking Powder

Most Perfect Made.

FORGETFUL OF DATES

GRACE PATTON SUBJECTED TO A SEVERE CROSS-EXAMINATION.

Claimed the Police, Out of Spite, Arrested Her-Introduction of Depositions.

The attorneys for the prosecution in the Spades damage suit closed their case yesterday afternoon. The first move upon the part of the defendant's attorneys was intended to attack the moral character of the plaintiff, Grace Frances Patton. The girl was on the stand nearly all day. Crossexamination was continued by Mr. Spaan until noon, and after dinner the plaintiff was recalled by her counsel. A number of sensational points were brought out during the day, and much of the evidence was of a character unfit for publication. Attorney Spaan, with a view to showing that the plaintiff was not the unsullied young woman claimed by her attorneys, referred to her arrest last summer at the disreputable resort of Clara Morris and her subsequent trial in the Police Court on the charge of immoral conduct. It was at the house of the Morris woman that the girl claimed to have been sent by Spades after he had wronged her. She said that her arrest was "a case of spite work." She was living with her sister, Edna, over Peter Conway's saloon, on East Washington street, when the arrest was made. Policemen James Pope and William Sheigert, she said, came into her room one night and Pope quarreled with her about a story Clara Morris had told her and with which Pope was connected. Ehe denied the charge made by the policeman, and Pope informed her that she would have to accompany him to the home of the Morris woman and clear her skirts there. She did so, and while in the Morris house Pope arrested her with the other inmates. In speaking of the two patrolmen the witness referred to them as "Jim" and

"You seem pretty familiar with the police," remarked attorney Spaan, "and I understand you to say that Pope arrested you for spite."

"Yes, he did; because I told him that I could give him away."

"Do I understand that you are going to expose the whole police department?"

"I don't know what you understand. I

expose the whole police department?"

"I don't know what you understand. I am answering your questions."

"You didn't let your mother know about the \$100 you got from Spades, did you?"

"No; I didn't want to bring the disgrace on my mother by letting her know that I had done wrong."

In connection with the money, which the plaintiff admitted she received from Spades through attorney Rooker, Mr. Spaan produced a receipt book showing that she had received that amount at the attorney's office June 30, 1894. The receipt bore the plaintiff's signature, but she denied having signed the book and charged that the signature was a forgery. She said that Rooker's stemographer had paid her the money, and had tendered a piece of paper, which she signed. After securing the money she carried it to Feter Conway, who placed It in a safe in his saloon. The witness asserted that she did not know Conway intimately, but had a speaking acquaintance with him. Afterward she admitted that she had gone riding with him to Broad Divide.

had gone riding with him to Broad Ripple.
"Do you mean to say that a young lady could with propriety go riding with a man with whom she had but a speaking acquaintance?" asked Mr. Spaan.
"Why, of course," replied the witness.
"Why not?"

"Why not?"
On redirect examination the girl's attorneys attempted to bring out the contents of letters received by her while employed in the Windsor Flock. The witness said she received three letters while in Spades's employ. They were addressed to "Miss Grace Frances Patton, Windsor Hotel." She took the letters to Spades and he read them in her presence. She thought they were still in his possession. Judge Harvey declined to permit the witness to speak of the contents. It was understood that the plaintiff's attorneys desired to prove the letters were written by the girl's employer. The witness was subjected to a rigorous crossexamination as to the exact date of her alleged wrongs at the hands of Spades. She refused to fix the time accurately, but declared that it was about the time Dr. Abbett shot the burglar William Howard. She was also postive that it was either before or after St. Patrick's day.

"We'll admit that," said Mr. Spaan. Dr. F. M. Abbett was called and testified that the tragic affray in which he was an actor happened on the night of Feb. 21, 1894.

The first evidence of the defense was the deposition of Fred L. Dutcher, of St. Louis. The deponent lived in the Windsor Block during the entire year of 1894. His testimony was calculated to impeach the character of the plaintiff. Attorney Cox objected to the introduction of this evidence. redirect examination the girl's attor-

acter of the plaintiff. Attorney Cox ob-jected to the introduction of this evidence, because it was incompetent and attempted to prove alleged specific acts affecting the to prove alleged specific acts affecting the character of the plaintiff prior to the alleged seduction. Judge Harvey dismissed the jury temporarily and heard the deposition read. He decided that the evidence was competent, barring a few minor points. The evidence of Dutcher related to the language of the plaintiff while she was employed as had girl in the Windsor Block.

### A \$300,000 MORTGAGE.

Receivership for Crawfordsville Water and Light Company Asked. The Knickerbocker Trust Company, of New York, yesterday filed in the United States Court an application for a receiver for the Crawfordsville Water and Light Company, making the American Debenture Company, of West Virginia, a codefendant. The plaintiff also asks that the mortgage covering the plant of the Crawfordsville company be foreclosed to satisfy an indebtedness of \$300,000. In 1889 the Crawfordsville Water and Light Company issued \$300,000 of first mortgage gold bonds, payable in thirty years. The bonds were certified by the American Loan and Trust Com-pany, which became the trustee for the bondholders. To secure the payment of the bonds the Crawfordsville company ex-ecuted and delivered to the American Trust ecuted and delivered to the American Trust Company a mortgage covering its entire property and franchise. Afterward, in accordance with the terms of the mortgage, the Knickerbocker Trust Company succeeded the American Loan and Trust Company as trustee. The complaint alleges that the defendant has defaulted the semi-annual interest on the bonds, and that March 8, 1895, the holders of more than two-thirds of the bonds declared the whole principal sum due and payable. The complaint shows that the American Debenture Company claims to have a lien on the premises, but it is supplemental and subordinate to the mortgage set out. The court is asked to appoint a receiver for the defendant water and light company and to foreclose the mortgage and order the property sold. An order restraining the defendants from interfering with the mortgage is also prayed for.

INVESTIGATING STATEHOUSE FIGHT Grand Jury Has Custodian Griffin and

Engineer Cain Before It. The Marion county grand jury began its April session yesterday morning. The first official act of the body was to examine a number of Statehouse employes. Judge McCray, in his instructions, informed the jury that he had read of certain riotous proceedings about the city, and it was their duty to investigate all conduct of this character. He made no specific mention of the recent Statehouse trouble. Directly after beginning the session the Directly after beginning the session the jury issued a number of subpoenas, and in response to these Timothy Griffin, custodian, and Michael Cain, engineer of the State building, appeared at the courthouse. The deputy sheriff who served the writs asked for Myron D, King, but the secretary was not able to go before the jury. Timothy Griffin and Michael Cain were both examined. They gave testimony similar to that which has already appeared in the papers. Griffin said after he came out that he told the jury about the occurrence in the elevator the night of the riot. If Mr. King is able he will go before the grand jury to-day.

MRS. HYATT BRINGS SUIT. She Is the Woman Who Was Trapped

by a Detective and Others. A twenty-five-thousand-dollar damage suit was yesterday filed in the Superior Court by Imogene Hyatt against Albert Tucker, William H. Eiler, L. P. Grady, B. H. Jeffries and W. L. Wilson. The defendants Jeffries and Grady are detectives in the employ of the Big Four railway. Mrs. Hyatt lives at Peru, and her suit is the result of a transaction which happened here several weeks ago. The plaintiff alleges that through the machinations of the defendants she was prevented from appear-

ing as a witness in a lawsuit in Mississippi, Feb. 26, 1895. The defendant Tucker was a party to the suit. W. L. Wilson, she says, came to her at Peru and offered her a position as a housekeeper in Kentucky. She accepted and came to this city. While here she charges that Wilson induced her to enter a questionable resort, where she was arrested. She accuses detectives Grady and Jeffries of assisting Wilson. Mrs. Hyatt shows in her complaint that she was dismissed by Judge Stubbs when he learned the facts.

PROFITS IN SURGICAL INSTITUTES.

J. D. Roberts Asks for a Receiver and Estimates His Damages. Joseph D. Roberts, of the "Dr. Metzler & Co. Medical and Surgical Institute,' wants a receiver appointed to take charge of the concern. Yesterday he filed suit in the Superior Court, making his business partner, Samuel N. Metzler, defendant. The Metzler Medical and Surgical Institute was organized March 7, 1895, and according to the complaint filed by Dr. Roberts continued as a corporation until March 22, 1895. On that date the plaintiff avers that Dr. Metzler declared his intention of dissolving the partnership formed three weeks before. The latter, he says, refuses to open the books of the concern, and an accounting is prayed for in addition to the receiver. Dr. Roberts declares that had the business continued a profit of \$2,000 a month would have easily been realized. He estimates his loss at \$10,000, and asks damages in that sum. the Superior Court, making his business

Case Affecting Labor Interests. A case concerning labor interests was filed in the Supreme Court yesterday, from Fort Wayne. Lorenzo D. McNutt, superintendent of the Fort Wayne electric street railroad, discharged a man, it is alleged, for joining a national street-car men's labor organization. He was indicted under the biacklist law, but the court sustained a motion to quash the indictment. The State, on the part of the discharged man, C. J. Ward, appealed to the Supreme Court from the ruling below.

Federal Court in Evansville. Judge Baker, of the United States Court, ederal Clerk Butler, District Attorneys Burke and Corr and United States Marshal Hawkins left for Evansville yesterday, at noon, to conduct the Hiram A. Foulks bank case in the United States Court. Smiley N. Chambers, of this city, is Foulks's at-

Probate Appointments. The following appointments were yesterday made in the Probate Court: Hannah L. Elder, guardian of Daniel J. and Lucius W. Elder; bond, \$1,200. Frederika Lentz, administratrix, with the will annexed, of the estate of Adolph Lentz; bond, \$1,200. Louisa M. Huber, executrix of the will of Jacob Huber; bond, \$6,000.

Fifteen Thousand More for Mr. Failey. By an order issued yesterday by Judge McMaster, the Iron Hall funds of the local branches of Bradford, Pa., will be forwarded to Receiver Falley. The Bradford funds amount to about \$15,000.

Sues H. Lieber Company for Damages. Charles Loewer is plaintiff in a suit for damages against the H. Lleber Company in the Superior Court. He was injured while in the employ of the defendant.

THE COURT RECORD. Superior Court. Room 1-John L. McMaster, Judge. Charles Loewer vs. the H. Lieber Company; damages. On trial by jury.

Edgar A. Brown, Judge. Thomas Moorhouse vs. Mary E. Penny t al.; to set aside a will. On trial by

Joseph D. Roberts vs. Samuel N. Metzler; suit for damages. Superior Court, Room 2. Imogene Hyatt vs. Albert Tucker et al.; suit for damages, demand \$25,000. Superior Court, Room 1.

MRS. BOOTH NOT COMING HERE. Local Salvation Army Does Not Ex-

pect the Wife of Its General.

The members of the Salvation Army sta tioned in this city do not expect a visit from Mrs. Ballington Booth, wife of the man to whom the army owes its existence. Mrs. Booth has been speaking in other cities of the West and everywhere she has met a hearty reception. The local company of Salvationists has not the funds to defray the expenses of her visit here and the members have some doubts about the result, for they say that Indianapolis is unlike any other city which they have visited. After the army had interested the churches in its work here they expected a large meeting upon their opening night and were somewhat surprised to have but a small number of people present. Notwithstanding the disadvantages with which the soldiers commenced their warfare, they have continued to fight sin and last night a Journal re-porter was informed that since their arrival they have caused forty conversions When they first came their hall on South When they first came their hall on South Illinois street was nearly empty every night, but the last two weeks the hall has frequently been too small to accomodate those who wished to attend the meetings. The officers now think they have obtained a foothold, not without a struggle, and they hope that their work may grow. Ever since the detail sent here arrived it held nightly meetings, always proceeded by a street parade.

Last night was a disagreeable evening, but nevertheless the band started out and returned with a number of persons to whom returned with a humber of persons to whom the members talked. Before they started they gathered about the rostrum in the front of their hall and prayed for the success of their trip through the streets. There were three men and two women in the group, one of the women being nothing more than a girl, probably seventeen years old. She carried the tambourine. The other woman and one of the men carried torches and they marched to the corner of Washington and Illinois streets, where they collected a crowd, many of whom returned with them to the hall.

"Is the army going to do any slum work in this city?" asked a reporter of one "That I cannot say," he replied, with a shrug of the shoulders. "Indianapolis is unlike other cities. You have no slums here and we do not know where to begin upon that kind of work. There seems to be no distinctive dividing line and wicked people and word ones are the line teachers. and good ones seem to live together, the wicked ones obtaining harbor under the cloak of respectability. The element that we generally find in the slums is not found here and we don't know where to find them We will continue our work in the hall as long as we have the funds and after our present funds are exhausted I suppose the Lord will provide us means, for He looks after His own."

LETTER CARRIERS MUST PAY FARE Street-Car Company Refuses to Renew the Government Contract.

Postmaster Sahm yesterday issued street-car tickets to his carriers in accordance with instructions from the Postoffice Department. Last year the government paid the 'Citizens' Street-railroad Company \$1,000 for the transportation of the carriers during certain hours, but the contract expired yesterday and the company declined to renew it. Under the new system the carrier will have to pay his fare if he indulges in more rides than his sechedule permits.

Building Permits. Alonzo Wilson, repairs, 24 Brett street,

F. D. Marsee, frame house, 354 North New Jersey street, \$4,000. Miss M. Hollar, frame shed, 275 South West street, \$200.
Gus Nagle, repairs, 200, 202 and 204 West
Washington street, \$300.
John W. Barkalow, frame stable, 523 Park avenue, \$150. E. L. Krafft, repairs, 124 Walcott street, Fred L. Mayer, repair frame church, West and Catherine streets, \$2,222. Robert H. Earl, repairs, 45 Miley avenue,

W. D. Wilson, repairs, 186 Fletcher ave-

Mrs. Martensen Still Alive. Mrs. Fannie Martensen, of 130 Broadway, who cut her throat with a razor last Fri day, was still living late last night. Dr. George, who has the case, says that there is scarcely any chance for the unfortunate woman's recovery, and that it is only an unusual tenacity for life which has permitted her to live this long.

sufferers from Coughs, Spre Thront.

### HE PUTS IT STRONGLY.

But He Simply Echoes the Thought of Thousands.

There Is the Ring of Truth and Sincerity in His Words.

And He Will be Believed by All Who Read What He Says.

The sincere words of truth are what the world wants.

No one can read the following earnest words and not be struck with their truthful sincerity. We have no doubt also that they echo what is in the minds and hearts of thousands. The young man who uttered them, Samuel W. Thompson, is one of the brightest and best known of the many bright young men of Abington, Mass.

"I thank God," he said, "that at last a cure has been found for nervous diseases. They are certainly the most terrible of all disorders, for they affect the mind and depress the spirits as well as weaken and exhaust the body.

"I was almost crazy at times, I was so nervous, weak, sleepless and discouraged. "I tried doctors and medicines, but never found relief for more than a few days, and then the troubles would come on again worse than ever.

"Finally, I heard of Dr. Greene's Nervura blood and nerve remedy, and I used it, and now I am perfectly well again. I owe it all to this wonderful medicine, and I say with all my heart, God bless Dr. Greene's Nervura blood and nerve remedy, for I would have been in my grave but for it. Raised, as it were, from the dead, and alive and well. Only think of it, friends.



"I have gained ten pounds in weight and am feeling strong and vigorous. It is, indeed, the remedy that cures, and I think it the king of all medicines. I cannot express thanks enough for the wonderful good it has done me."

Mr. Thompson is certainly an earnest belever in this wonderful discovery of Dr. Greene, Dr. Greene's Nervura blood and nerve remedy, and he has reason to be. Nervous diseases are the most terrible of affections and lead to insanity, paralysis, heart failure or complete nervous and physical prostration. Whatever will cure nervous disorders and save people from these awful results, is the greatest discov-

ery possible to be made. This great remedy does cure. It does give strength and vigor to the nerves and restores vitality to the blood and body. It cures, and this is exactly what the people want. And they especially want it at this season of the year, for this grand spring tonic and invigorator is necessary if one

would keep in perfect health. Dr. Greene, its discoverer, is the most successful specialist in curing all forms of nervous and chronic diseases. His office is at 35 West Fourteenth street, New York city, where he can be consulted without charge. Those who cannot call at the office can have consultation by letter free.

### DAILY VITAL STATISTICS-APRIL 1.

Deaths. W. Iske, eighteen months, 485 Virginia avenue, pneumonia. Infant Oliver, 97 East Michigan street, M. M. Stockwell, fifty-six years, 546 North Mississippi street, pneumonia.
— Earl, two years, 888 West Washington Emma Trapp, fifteen years, 327 East Georgia street, typhoid fever.

John W. Davis, fifty-nine years, 289 West Vermont street, softening of brain.

Alvin Gundelfinger, one year, 433 Ash Robert J. Randall, fifty-three years, city, softening of brain.
Richard Taylor, thirty-eight years, 679 North Mississippi street, consumption. Lilly Moon, twenty-six years, 140 Linden street, consumption John A. Little, twenty-four years, city, Josephine Allen, forty-three years, city,

heart failure, Martin H. Schlusse, sixty-one years, 472 South West street, laryugul suppuration. Mrs. and Mr. H. A. Schlotzhauer, 313 Mrs. and Mr. Clay E. Peck, 247 North Delaware street, boy. Laura and William Shepp, 544 West Washington street, boy. Lucy and Flem Sandifer, 72 Broadway street, boy. Line and Jacob Savelousky, 141 Eddy street, boy.
Sara and Jacob Rasick, 60 West Merrill street, two girls,

Marriage Licenses. George H. Pendleton and Helda Kraft. William D. Beck and Agnes Mahan. Ambrose Hedges and Elizabeth Warren.

Knights Templars Annual Conclave. The forty-first annual conclave of the Grand Commandery of Knights Templars of Indiana will be held in Masonic Temple Wednesday, April 17. The grand commander's headquarters will be at the Grand Hotel.

Wulschner & Son's great sheet music sale to-day. 42 and 44 North Pennsylvania street.

### 'MY FOOD DOES ME NO GOOD'

In any city there are many possible ways to travel from one point to another. But between the food on your table and its testination in the body there is only one read—directly through the stomach. There is no going around the stomach or forcing a passage through it. Here the food is detained awhile for better or for worse. Here it must be digested—that is to say, changed, liquefied and assorted for assimilation; or, failing that, it must be here and rot generating polygonous principles. and rot, generating poisonous principles which enter the blood and set up a diseased action throughout the system. This is indigestion or dyspepsia—the condition that exists when a person says, "My food does me no good."

exists when a person says, "My food does me no good."

Certainly not. How can it? The more he eats the more he suffers. The road is blocked. No use putting more grain in the hopper when the mill cannot grind. Here are some of nature's protests: Loss of appetite, distress after eating, heartburn, palpitation, flashes of heat and cold, the rising of nauseous acids and gases into the throat, furred tongue, dull and aching head, pains in the chest and back, weariness, fatigue and worry, loss of sleep, cold hands and feet, yellowish eyes and skin, weakness and trembling, constipation, failure of nervous force and courage, etc., etc. Out of this seething blockade in the stomach may come any of a dozen local complaints—a common form of pseudo-consumption among them. Yet you must eat or starve. Miserable dilemma.

Drastic measures won't do. Take a very little light nourishment at first and immediately after it a dose of the Shaker Digesting Cordial, the only radically effective remedy for indigestion or dyspepsia—prepared by the Shaker Community of Mt. Lebanon. N. Y. It will relieve at once and cure quickly. Made from cultivated medicinal herbs and plants grown by the Shakers. Pleasant to the taste, painless and harmless.

Trial bottles, 10 cents. For sale by nearly

itles, 10 cents. For sale by nearly

# "Robert Mantell"

The CHOICEST 10c CIGAR



Now Sold in **AMERICA** 

Handsome in appearance, first quality in filler, binder and wrapper—a superb smoke.

A great favorite among gentlemen wherever it has been introduced.

Sold Only by First-Class Dealers.



"At the Wayside Inn"

A man may support life on chipped beef and water-but his stomach would feel half the time like a desert, and the other half like a howling freshet. People who prefer good food will appreciate good drink with it. The product of the Indianapolis Brewing Co. meets every requirement. See the exhibit of these sat Tomlinson Hall this week. For Lieber's Tafel telephone 690.

### W. B. HOLTON MFG CO.



Are prepared to show you the largest assortment of Vehicles in this city. It will pay you to call and see what we have. We are general agents for the celebrated Troy work. We place our personal guarantee on every article sold. There is no better work for the money asked. Call or address

W. B. HOLTON MFG CO., 177 EAST WASHINGTON STREET.

NO SOAP WILL DO THE WORK-HALF SO WELL AS ONE TRIAL WILL PROVE THIS FACT. THE N.K. FAIRBANK COMPANY, CHICAGO.



## MADE RIGHT HERE



CRESCENT, Nos. 1 and 4, - \$75 CRESCENT, Nos. 2 and 5, - St

CRESCENT, Nos. 3 and 6, - \$40 LADIES' 28-inch SPECIAL. - \$50

Agents wanted for Indiana in unoccupied territory. Send for catalogue and prices H. T. HEARSEY & CO., NOS. 116-118 NORTH PENNSYLVANIA STREET. - - INDIANAPOLIS, IND



THE McELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

Natural-Gas Supplies, Cast Iron, Maileable Iron, Brass, Hydraude and Ammonia Fittings, METRIO METAL CO.'S Motors for Natural and Artificial Gas. STEAM, GAS and WATER GOODS, Fitters' Tools, Packing, Belting and Steam Specialties. Plumb 62 & 64 WEST MARYLANDST.

SUNDAY JOURNAL ... BY MAIL .. \$2.00 PER ANNUM